Annual Report of M. E. Ingalls, President of the C., C., C. & St. L. Lines.

Another Meeting of Ohio & Mississippi Stockholders-Western Lines Want No Dictation on the Commission Question.

The annual report of M. E. Ingalls, president of the C., C., C. & St. L. lines, has been issued in pamphlet form, and will be presented to the stockholders at their annual meeting, Oct. 28. This report shows that, in comparison with the year ending June 30, 1890, gross earnings were \$13,173,315; increase, \$211,008; net, \$4,366,441, decrease, \$222,419; all charges, \$2,990,620; decrease, \$114,924; 5 per cent. on preferred stock, \$500,000; 8 per cent. on common stock, \$818,-321; decrease, \$1,679; surplus, \$57,499; decrease, \$105,845. The Peoria & Eastern earned \$294,425 net, and its charges were \$515,467, leaving a deficit of \$221,041, which is to be repaid out of future earnings. In July and August, 1891, the road has increased earnings largely. The road is negotiating with the Ohio & Mississippi for trackage right into Louisville. In the year 1891 the company gave the Lake Shore 862,-164 tons of freight, and received 290,731 tons. It gave 32,739 passengers, and received 40 - 277. It gave Chesapeake & Ohio 250,645 tons, and received 296,931 tons. It gave 4,759 passengers, and received 11,418. The total tonnage was 7,801,377; decrease, 9,539; rate per ton, .683 cent; decrease, .011 cent; passengers, 4,975,028; increase, 163,383; rate per mile, 2.248 cents; decrease, .046 cent. Wages were increased during the year \$275,000. It saved on foreign car service \$112,652. It charged to construction and equipment account \$571,316, and paid for it with various securities in the treasury.

During 1891-92 there will be no extraordinary expenses for the maintenance. A few plots of land will be bought, and sidings and shops are needed. The 14,226 shares of common stock in the treasury will be sold from time to time for these purposes, say \$500,000 this year. The comy will pay for 1,200 new cars and twenty locomotives, in 120 monthly notes,

charging the same to expense. The company owes \$470,000 for care, \$110, 000 for land at Cairo, \$2,177,944 bills payable, and \$500,000 debt on Cincinnati, Wabash & Michigan. Against these it has first-mortgage bonds sufficient to pay the debts. Its current habilities are offset by current assets. The fixed charges in the year 1891-92 will be about \$2,500,000.

The increase in the year in liabilities were \$6.747,505 common stock, \$21,193,730 bonded debt, but these were issued for new road, etc. The report is very full and explicit. It will be noticed that its Peoria & Eastern line is an expensive affair to the comit has been removed from the railroad arena as a rate-cutter. The Chesapeake & Ohio is proving a valuable feeder to the

Status of the O. & M. The adjourned meeting of the Ohio & Mississippi stockholders, representing what is known as the Baltimore & Ohio interest, was called to order at 11 o'clock yesterday, at Cincinnati, but, inasmuch as the lawyers on both sides had gone into court to fight the battle out there upon a motion to dissolve the injunction and mandamus obtained on Thursday by the Baltimore & Onio party, it was deemed inadvisable to proceed with the election until the court had passed upon the question. So the meeting took a recess until tidings should come from the court, and the stockholders entertained each other with stories while they waited. In the court-room the real battle was fought. Mr. Ramsey, acting for Mr. Smith and the American stockholders of the O. & M., in support of his motion to dissolve the restraining order, and thus render effeetive the action of Thursday, whereby the election was postponed until Nov. 19, said the sole purpose was to gain time to enable the stockholders to more fully inform themselves concerning the negotiations for the absorption of the road by the Baltimore & Ohio. So far they knew nothfirs except newspaper rumors, with the ex-

ceived, saying that the road must be operated in the interest of the B. & O. This showed that the newspaper rumors had some foundation of fact, and his clients wanted time to ascertain fully these facts. There was no purpose of trickery in the adjournment. Mr. Barton and Mr. Ramsey argued for the motion, and Mr. Colston opposed it. He claimed that the adjournment was a trick to delay matters; that Mr. Smith knew all about the negotiations. He also claimed that the viva voce vote on adjournment was illegal. At the conclusion of the argument the court took the papers and anneunced that a decision would be rendered this morning. When this news was conveyed to the stockholders' meeting they adjourned until 11 o'clock to-day.

The Commission Question Again. The board of rulings of the Trunk-line and Central Traffic associations has addressed a circular to the roads west of Chicago, which the latter regard as an unwarranted exhibition of "nerve," It appears that the Western lines, while living up to their agreement to pay no passenger commissions to the agents of Eastern lines. of Western roads stationed in the East. This, they claim, is a matter over which the board of rulings has no jurisdiction. and yet the circular informs them that in so doing they are violating their agreement as much as if the commissions were paid to employes of the trunk lines. For illustration, a party is ticketed from New York to San Francisco by the New York Central railroad. Through the exertions of the Chicago & Northwestern's Eastern agent it is routed from Chicago over the Northwestern to Omaha and from Omaha over the Union Pacific. The board of rulings contends that the Union Pacific must not pay the Chicago & Northwestern agent in New York any commission for securing the business west of Chicago and sending it over the Union Pacific. Officials of some of the Western roads do not hesitate to say that this is at assumption of dictatorship on the part of their Eastern connections which they will not tolerate. They suggest that when the board of ruling has shown itself able to control the lines in its own territory it will be time enough to attempt to extend its power and say what shall be dene in

Western territory. Personal, Local and General Notes. The Illinois Central statement for September shows an increase in net earnings over September, 1800, of \$63,723. General Manager Barnard, of the Peoria

& Eastern, who has been East for a couple of weeks, returned last evening. It is reported that the New York Central Railroad Company is soon to lay a fifth track between Albany and Buffalo.

C. A. Shanks, late general freight agent of the Kansas City & Wyandotte road, is to represent the Cotton Belt road in Chicago after Nov. 1.

It is stated that within a short time the royal-blue train service of the Baltimore & Ohio road will be extended to St. Louis over the Ohio & Mississippi road.

The Erie mechanical department, under direction of Mr. Turreff, is preparing plans and specifications for a new type of passenger locomotive which, it is expected, will make unusually fast time.

The Chicago & Eastern Illinois is hanling from the coal mines of Clay county 120 to 140 cur-loads of coal a day, and the shipments would be much heavier were the cars to be had to handle the business.

James Mahoney, late assistant general freight agent of the Iowa Central road, has been appointed general freight and passenger agent of the Mason City & Fort Dodge road, the appointment taking effect

A strong pressure is being brought to bear, says an official of one of the roads running into Peoria, to have Joseph Ramsey, jr., president of the Peoria & Pekin road, appoint W. H. Palmerton superin-

tendent of the Peoria & Pekin road. General Manager Williams and General Freight Agent Hibbard on Wednesday last made a trip over the Center Point extenion, which will be opened for business in plaints "Brown's Bronchial Troches" have refew days. While it is an extension more | markable curative properties. Sold only in boxes.

to reach additional coal fields, it has been decided to put passenger service on the extension, and it bids fair to be an excellent feeder for the Terre Hante & Indianapolis

M. A. Zook, late superintendent of the Indianapolis division of the Louisville, New Albany & Chicago road, who, with his wife, has been on the Pacific coast for a coapie of months, returned yesterday. He expects to return to railroading again in a Testimony Developed in the Examination Be-

Work on the new Union Passenger station at Terre Haute, which has been de-layed of late for want of stone of the char-acter selected for the lower part of the building, is now to be pushed, most of the material for the entire building being on the ground.

It is stated that A. J. Smith, general passenger agent of the Lake Shore road. spent sleepless nights when he heard the action which the president has ordered taken in dismissing the ticket agents who had been receiving commissions. Mr. Smith always was proud of his corps of ticket agents.

The freight committee of the Central Traffic Association has decided that rates on all commodities now in effect, or that may hereafter be authorized, from New Albany and Jeffersonville, Ind., to the Western termini of the trunk lines may be also applied from Louisville, Ky., to the same The resignation of John S. Barrow as gen-

eral passenger agent of the Chicago & Northwestern road is a great surprise to the passenger men's fraternity, as he ranks among the best passenger men in the West and will be a loss to that road. W. B. Knisker has been promoted to fill Mr. Barrow's position.

All the papers in the Kentucky & Indiana bridge and D. J. Mackey deal have been signed and delivered. In railroad circles this move on the part of Mr. Mackey is looked upon as being a much wiser one than it would have been to build his so-called Evansville & Richmond road on to

Kent Morris, whose remains were brought to Indianapolis on Thursday for burial, was, at the time of his death, a chief clerk in one of the fast-freightline offices at St. Louis. He was a son of John Morris, who for many years was purchasing agent of the Indianapolis & St. Louis road, and who died several years ago.

E. A. Ford, general passenger agent of the Pennsylvania lines and of the Vandalia. says that the new equipments for Trains 20 and 21 will go on between Nov. 1 and Nov. 10. The five trains, he states, are exact counterparts of the new trains recently put on between Chicago and New York, known as the Columbian special.

The five switching engines and crews which the Terre Haute & Indianapolis has employed on the coal switches in Clay county are now the busiest at any time in the last five years. The coal operators find it almost impossible to keep up with their orders. The miners are making good wages and the matter of a strike is no more even

From a ticket agent it is learned that the ticket agents who were discharged on the Lake Shore road for receiving commissions have by no means given up the idea of ferreting out who gave the information against them. The agent says if the informant is discovered there is no doubt that the offending road will be made to suffer a grevious penalty.

An official of the Pennsylvania lines on Thursday remarked that the next great improvement the company would undertake would be the doubling of their tracks west of Pittsburg through to Chicago over the Fort Wayne, and through to Indianapolis over the P., C., C. & St. L. line. On both of these lines the traffic is entirely too heavy to be handled on a single track.

Within the last eighteen months the Cincinnati, Hamilton & Dayton has added twenty-four locomotives to its power, all the highest standard of heavy freight and passenger engines, and as many more are needed, as the company's old light engines are not fit to handle their present heavy trains, and are needed on the Dayton, Fort Wayne & Chicago road, one of their recent

The high officials of the Pennsylvania ine speak in complimentary terms of N. K. Elliott as a superintendent of transportation. Said one of them, on Thursday: I question if there is a road in this country of equal mileage on which trains are moved with as much regularity and punetuality as on the Vandalia system, and this is largely due to Mr. Elliott's ability as a transportation man.

Business men of St. Joseph, Mich., and Benton Harbor desire the removal of the Chicago & West Michigan railroad bridge from its present position, near the mouth of the St. Joseph river. It is regarded as great detriment to the navigation of the otherwise excellent and safe barbor. Promheard before Colonel Ludlow, United States engineer, at Benton Harbor.

The squabble which the owners of the Ohio & Mississippi road have gotten into does not brighten the prospects of President Ingalls getting his Benton Harbor and Louisville through line established in the near future. It is hinted that, should Mr. Ingalls fail in getting the use of the O. & M. track into Louisville, he has some hold on a portion of its right of way with which he could give the O. & M. some

The stockholders of the Cincinnati, New Orleans & Texas Pacific road (Cincinnati Southern) will hold their annual meeting next Monday, and the meeting is looked forward to with some interest, as some changes are likely to be made in the board of directors. S. M. Felton, jr., president of the company, who has been in New York for three weeks, has returned to Cincinnati, but is very reticent in conversation as to what changes, if any, are to be made.

E. O. McCormick, general passenger agent of the Cincinnati, flamilton & Dayton lines, is stirring the agents up. He does not wish to break the record of showing increased earnings every month since he took hold over the corresponding months in the previous year, and to prevent this the agents have got to do some good work. October, last year, was a good month, while this year passenger business with nearly all lines is a little off thus far this month

John Lazarus, traffic manager of the Indianapolis, Decatur & Western, has just entered his twenty-eighth year in railroad service. He was honorably discharged from the Army of the Potomac in 1863, and immediately went to Ottumwa, la., and accepted the position of clerk for the Chicago, Burlington & Quincy; he remained two years, and then went to the Hannibal & St. Joseph, where he remained another two years; he then took service with the Wabash, on which he remained ten years; he then worked for a Texas road one year. then came North and accepted a position on the Indianapolis & St. Louis, later going to Denver one year as a representative of a fast-freight line; he returned to Indianapolis in 1883 and connected himself with the Indianapolis, Decatur & Western, in the position he now holds.

Experts in transportation have been giving the three fast runs made in this country in the last few weeks a careful study, and have come to the conclusion that that on the Pittsburg, Fort Wayne & Chicago road was really the most remarkable. On the Philadelphia & Reading but one car was hauled in its great run, on the New York Central but three cars, while on the Pittsburg, Fort Wayne & Chicago road six heavy Pullman cars were hauled 127 miles at an average speed of a mile a minute, and some of the distance was covered at a speed of seventy-two miles an hour. On the Philadelphia & Reading and on the New York Central the equipments had been prepared for making fast runs, the tracks were cleared on purpose to admit of high speed, switches were watched and other precautions taken to make the runs more safe, while on the Pittsburg, Fort Wayne & Chicago it was a spurt for which no

preparations had been made.

Unique Work of a Maniac. The office of the Board of State Charities has been presented with a unique hearthrug made by an inmate of the Central Indiana Hospital for the Insane, of this city. It is made of scraps of cloth and is about four feet long by two and a half wide. The color is of a light blue with a border of dark red autumn leaves. In the center is a slumbering "Tabby," and a very eleverly wrought representation it is. The right side is rough and matted and the reverse perfectly smooth. The whole thing looks as though it were machine woven and certainly is wonderfully well done, considering it is the work of an insabeman. The rug was exhibited at the State fair.

JUNIOR PARTNER ACCUSED

Companies Fighting the Byram & Sullivan Case and Charging Arson.

fore the Underwriters-Joseph Bruner, the Alleged Black-Mailer, Disappears.

The argument on the demurrer of the plaintiff in the Byram-Sullivan case was made before Judge Woods in the United States District Court yesterday. The demurrer argued was that taken on the fourth and tifth paragraphs relating to Sullivan's testimony. Sullivan swore, in an examination before the insurance companies after the fire, that he had not been near the scene of the fire after 12 o'clock that day, and the plaintiff maintains he swore falsely. It is claimed that he visited the place between 4 and 6 o'clock that afternoon, and that shortly thereafter the fire broke out. Judge Woods indicated that the answer would have to be amended, and this was done in the filing of Paragraphs 6 and 7 with the clerk yesterday afternoon.

Forfeited His Bond. Prosecuting Attorney Holtzman yesterday brought suit in the Superior Court, in the name of the State of Indiana, to declare the bond of Joseph Bruner forfeited. Bruner was arrested on a charge of black-mailing Samuel Johnston, in the Johnson vs. Johnson divorce suit. He had demanded \$100 of Johnston to prevent the publication of injurious stories. He was a plano-tuner for a Pennsylvania-street music store, and had only been in the city a few weeks, but he succeeded in inducing Joseph R. Quick and W. W. Baker to sign a bond of \$500. When his case was called for trial, in the police court, he failed to respond, and his bond was de-clared forfeited. He was later indicted by the grand jury, but he cannot be found. The evidence against him was very clear, and his accomplice was ready to turn State's evidence.

Hard to Convict for Obstruction, A jury in the Circuit Court yesterday acquitted George Kreitlein, a merchant on West Washington street, of the charge of blockading the street. The case was brought under the city ordinance, and is the third to be disposed of of four that were filed. The court heard the evidence in one, and decided for the city, while the juries in the two other cases have found for the defendant.

An Error in Copying. Among the printed list of indictments by the grand jury yesterday was the name of Martin L. Rhinehart for obtaining money under false pretenses. It is needless to say that this was an error. Mr. Rhinehart was the man from whom the money was obtained by Mason Davis, the one accussed. The error was made in copying the names from the indictments.

Judgment Against Gaston. The Chase National Bank of New York city yesterday obtained a judgment of \$2,384.60 against George B. Gaston on default. The claim arose out of the payment of a bill of exchange for \$2,250 on New York, drawn by Jesse H. Lippincott, but which, on an attempt at collection, went to protest.

The Court Rece rd.

SUPREME COURT OPINIONS. 15259. Joseph I. Irwin vs. Charles Armuth et al. Johnson C. C. Affirmed. Coffey, C. J. 1. A person objecting to the establishment of a highway need not file a plea in abatement in order to set up lack of urisdiction to establish such highway. s not error to strike out such a plea; for the lack of jurisdiction may be proved without it. But if proof of such fact is offered it is error to reject it. 2. An amicus curia may appear in court, but can take no exception to any ruling of the court. 3. A person not a party to a highway proceeding cannot object to its establishment.

15648. The City of Logansport vs. Mary Shirk et al. Carroll, C. C. Olds, J.-1. The presumption is, in a proceeding to lay out a street, in favor of the regularity of the action of the Common Council, but not conclusive. 2. A court cannot judicially notice the number of wards in a city. 3. An objection to a proceeding to lay out a street need not be sworn to. 4. An objection stating that the street was not estabished by a two-thirds vote of the Council is proper and sufficient to withstand a demurrer for want of facts. 5. When the first report of the street commissioners, in which damages and benefits are assessed, is referred back for additional assessments. the commissioners cannot in their amended report assess property or persons not assessed in their first report. 14803. Thomas J. Lewis et al. vs. Richard H. Godman. Benton C. C. Petition for re-

hearing overruled. APPELLATE COURT OPINIONS, 36. William A. Swindle vs. John Hauck. Madison C. C. Reversed. Crumpacker, J.-1. In an action for procuring the arrest of the plaintiff on a capais and afterward dismissing the action before judgment, it is not necessary to allege that the warrant was issued maliciously and without prob able cause, if it is alleged that the affidavit was falsely made. 2. In cases of maticious prosecution, the burden is on the plaintiff to prove that the commencement of the proceedings complained of were occasioned by malice and without probable cause. S. Matice may be inferred from the absence

of probable cause. 243. George M. Baker vs. State of In-diana. Benton C. C. Affirmed. Black. diana. J .- In this case the evidence showed that the witness went into the saloen of the defendent Sunday while he was in it scrubbing, went behind the bar, took a drink, said nothing whatever and went out. The jury found the defendent guilty of giving away intoxicating liquors on Sunday, and the court refuses to reverse the case on the

evidence. 204. Russell E. Squires et al. vs. State of Indiana. Blackford C. C. Affirmed. New, C. J.—Until it clearly appears from the evidence that two or more offenses have been committed the court will not require the prosecutor to elect upon which one it will insist that there should be a convic-

Sidney Walter vs. William W. Uhl, Administrator, Steuben C. C. Affirmed, Reinhard, J.-1. A record cannot be amended by a nunc pro tune proceeding so as to incorporate therein an act never performed by the court. 2. When the reporter's long-hand manuscript is bodily incorporated in a bill of exceptions is no part of the record, they cannot be brought in by a nune pro tinc entry after the time limited for filing a bill of exceptions.
176. James G. Nelson, Administrator, vs. Rosa B. Materson. Spencer C. C. Reversed. Robinson, J.-1. In an action against an estate for services rendered de-

cedent, the claimant is not a competent witness in his own behalf. 2. If the claimant only testify in rebuttal as to statements found to have been made by him under oath as evidence in another case concerning his claim, that fact does not render his evidence competent. SUPERIOR COURT. Room 2-Hon, James W. Harper, Judge. The Chase National Bank of New York

City vs. George B. Gaston; bill of exchange.

Judgment for plaintiff, \$2,384.64.

Delia Abbett, Administratrix, vs. Lake Erie & Western Railroad Company; damages. Jury out. Room 3-Hon. Lewis C. Welker. Judge. Lustin Martindale vs. Sina Martindale; divorce. Divorce granted plaintiff on grounds of adultery. Joseph T. Cones vs. Edward T. Greenleaf; notes and mortgage. Discontinued.

New Smis Filed. J. H. Wagner vs. Dora R. Miller; notes. Demand, \$3,000. Emma P. Frankel vs. Lincoln M. Webb; contract and damages. Demand, \$400. John T. Voss vs. Isabella I. Pelsue et al.; account. Demand. \$1,000. George A. Everett vs. Charles F. Sayles; damages. Demand, \$150. State of Indiana vs. Joseph Bruner, Joseph R. Quick and W. W. Baker; bond. Demand, \$500.

CRIMINAL COURT. Hon. Millard F. Cox. Judge. State vs. William Bullett; grand larceny.

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CIRCUIT COURT. Hon. Edgar A. Brown, Judge. City of Indianapolis vs. George Kreitlem; obstructing streets. Verdict for defendant.

Real-Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour nours ending at 8 r. M., Oct. 14, 1891. as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

J. S. Wright to J. R. Rankin, lot 7, in square 1, in Wright's North-side ad-\$300.00 W. M. Carlin to F. J. Carlin, the north half of let 2, in Long's subdivision of Fletcher's subdivision of Butler's W. C. Morrey to F. A. Bosler, lot 65, in Bybee & Pratt's first West-side O. D. Cosler to S. M. Seibert, lot S, in square 41, in North Indianapolis .... 1,100.00 The Connecticut Mutual Life Insurance Company to J. H. Galloway, lot 15, in square 5, in Central Park. H. Galloway to the United States Encaustic Tile-works Natural-gas Company, lot 15, in square 5, in Cen-tral Park. M. J. Koonce to J. Miller, lot 19, in 160.00

965.00

300.00

2,900.00

760,00

400.00

400.00

Ketcham's subdivision of Drake's J. Riewel to M. Harris, lot 18, in Hubbard et al.'s subdivision of the Southeast addition J. B. McMurry to B. F. Schooley, lot 13, in Lewis's Arsenal Heights..... A. O'Brien to A. H. Webb, part of lot 3, in Ritter's subdivision of Johnson's heirs' addition ..... . L. Bishop to D. Lyhane, lot 11, in Jones's subdivision of outlot 93..... A. Starkey to W. E. Starkey, lot 1, in the Miami Powder Company's West Indianapolis subdivision..... R. A. Blue to J. Light, lot 9, in Light's Light's Broad Ripple subdivision... C. F. Sayles to J. K. Lilly, part of lots 12 and 13, in Martindale's addi-

15,000.00 J. H. Owings to L. J. Metzger, part of the north half of the east half of the southwest quarter of section 23, township 16, range 4..... . Awos to W. L. Higgins, lots 45 and 46, in Hosbrook's Prospect-street J. McMurry to C. E. Busby, lot 156, in Woodruff Place..... A. W. Denny, trustee, to J. E. Weise, lot 119, in Hosbrook & Co.'s Brinkman Hill addition to Brightwood ... E. M. Field to C. H. Spilker, part of the northeast quarter of section 10, 400.00

township 15, range 5.
C. G. Welss to A. Paul, lot 21, in Pierson's North Meridian-street addi-1,500.00 H. T. Craig to R. Wilkison, part of lot 12, in square 19 ..... 6,000.00 J. Picken, trustee, to D. H. Mahoney, lots 9 and 10, in Picken & Loftin's East Washington-street addition .. C. M. Briggs to J. A. M. Ryder, lot 226, in Clark's second addition to The Connecticut Mutual Life Insurance Company to W. M. Levey, part of the east half of the west half of the southwest quarter of section 36, township 16, range 3.... 6,500,00 J. Osterman to I. C. Miller, lot 1, in Mansur's Haughville subdivision. J. H. Shreve to E. E. Powell, lot 6, in Johnson & Hogshire's East Washing-

ton-street addition..... S. Jordan to R. S. Turrell, part of lot 21, in square 3, in the Southeast 3,000.00 L. S. Turrell to J. S. Jordan, part of lot 21, in square 3, in the Southeast 3,000.00 . H. Wood to N. D. Cox, lot 4, and the north half of lot 3, in Evans's subdivision of Johnson's heirs' addi-L. B. Millikan to J. E. Jay, lot 6, in 6,500.00 N. J. Boaz et al. to M. G. McLain, part 3,500.00 2,500.00 N. I. Parker to C. Edwards, lot 23, in Laneaster's Belmont-avenue addi-tion to West Indianapolis....... 1,500.00 J. Delong to J. C. Reed, part of the northeast quarter of section 3, township 16, range 2...... A. B. Cole to O. D. Cosler, lots 35 and 36, in square 36, in North Indianap-

F. R. Jennings to A. Cosler, lots 37. 38, 39 and 40, in quare 11, in North Indianapolis ..... 1,110.00 H. L. Browning to E. G. Browning, part of lots 1, 2 and 3, in Burton's subdivision of Drake's addition ..... B. Martindale to R. Stark, lot 38. 2,500,00 In Jefferson Park.
M. Roberts to C. Buchanan, lot 379, in Fletcher's subdivision of outlot L. C. Gate to A. A. Ferguson, lot 32,

2,250.00 in Picken & Lottin's East Washington-street addition I. Royster to O. D. Cosler, part of section 19, township 16, range 3....

900,00 Conveyances, 41: consideration....\$69,935.00

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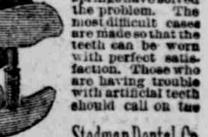
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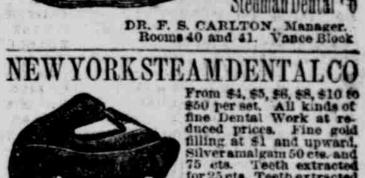
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